

2002

Virginia Department of Transportation

Daily Traffic Volume Estimates

Including Vehicle Classification Estimates

where available

Jurisdiction Report

58

Mecklenburg County
Town of Boynton
Town of Chase City
Town of Clarksville
Town of LaCrosse
Town of South Hill

Prepared By

Virginia Department of Transportation

Mobility Management Division

In Cooperation With

U.S. Department of Transportation

Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wye - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Mecklenburg Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
1	1.99	1100	G	From	North Carolina State Line				F	0.091	F	0.531	1100	G	2002	
				To	58-712											
1	6.98	1800	G	From	83% 1% 3% 1% 12% 0%				F	0.077	F	0.540	1800	G	2002	
				To	US 58 Big Fork											
1	3.43	8200	G	From	92% 0% 3% 1% 3% 0%				F	0.079	F	0.564	8500	G	2002	
				To	US 58 Near SWCL South Hill											
1	0.17	110	R	From	US 58				NA	NA	NA	NA	NA	1993		
				To	US 58 BUS; US 1											
1	Danville St	0.16	5100	N	From	92% 0% 3% 1% 3% 0%				N	0.093	N	0.506	5300	N	2002
					To	SCL South Hill										
Town of South Hill																
1	Danville St	1.89	5100	G	From	SCL South Hill				C	0.093	F	0.506	5300	G	2002
					To	Locust St										
1	Danville St	0.28	6900	G	From	92% 0% 3% 1% 3% 0%				F	0.09	F	0.559	7200	G	2002
					To	Plank Rd										
1	Danville St	0.09	8300	G	From	92% 0% 3% 1% 3% 0%				F	0.087	F	0.528	8600	G	2002
					To	Goodes Ferry Blvd										
1	Danville St	0.23	9500	G	From	92% 0% 3% 1% 3% 0%				F	0.089	F	0.505	9900	G	2002
					To	Mecklenburg Ave										
1	Mecklenburg Ave	0.16	7700	G	From	94% 0% 2% 1% 3% 0%				F	0.085	F	0.505	8100	G	2002
					To	US 58 BUS; SR 47 Atlantic St										
1	Mecklenburg Ave	0.08	7500	G	From	94% 0% 2% 1% 3% 0%				F	0.092	F	0.539	7800	G	2002
					To	Windsor St										
1	Mecklenburg Ave	0.58	8700	G	From	94% 0% 2% 1% 3% 0%				F	0.090	F	0.503	9000	G	2002
					To	E Ferrell St										
1	Mecklenburg Ave	2.26	5900	G	From	94% 0% 2% 1% 3% 0%				C	0.096	F	0.526	6100	G	2002
					To	NCL South Hill										
Mecklenburg County																
1	3.54	1700	G	From	NCL South Hill				F	0.090	F	0.657	1700	G	2002	
				To	Brunswick County Line											
4	4.53	520	G	From	87% 0% 2% 1% 9% 0%				F	0.088	F	0.522	520	G	2002	
				To	South End Of John H. Kerr Dam											
4	1.46	890	G	From	87% 0% 2% 1% 9% 0%				C	0.114	F	0.626	890	G	2002	
				To	North End of John H. Kerr Dam											
4	4.50	900	G	From	87% 0% 2% 1% 9% 0%				F	0.098	F	0.558	900	G	2002	
				To	58-707 Castle Heights											
15	4.76	2800	G	From	87% 1% 2% 1% 10% 0%				F	0.089	F	0.514	2800	G	2002	
				To	58-722 South of Clarksville											
15	0.59	6600	G	From	87% 1% 2% 1% 10% 0%				F	0.101	F	0.518	6600	G	2002	
				To	SCL Clarksville											
Town of Clarksville																
15	0.73	6600	N	From	87% 1% 2% 1% 10% 0%				N	0.101	N	0.518	6600	N	2002	
				To	US 58											
15	0.88	7900	G	From	92% 1% 3% 1% 4% 0%				F	0.101	F	0.528	7800	G	2002	
				To	NCL Clarksville											

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Mecklenburg Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
15	0.84	7900	N	From:	NCL Clarksville				N	0.101	N	0.528	7800	N	2002	
				To:	US 58 East of Clarksville											
15	1.60	6300	G	From:	SR 49 Near Dortch Store				F	0.086	F	0.533	6300	G	2002	
				To:	Charlotte County Line											
Town of South Hill																
47	W Atlantic Street	0.63	7200	G	From:	Mecklenburg Ave				F	0.086	F	0.548	7200	G	2002
					To:	Thomas St										
47	W Atlantic Street	0.23	6100	G	From:	Opie Rd				C	0.083	F	0.621	6100	G	2002
					To:	WCL South Hill										
Mecklenburg County																
47		7.70	3400	G	From:	WCL South Hill				F	0.08	F	0.615	3400	G	2002
					To:	58-664 Pettys Corner										
47		5.28	3100	G	From:	58-660				F	0.088	F	0.613	3100	G	2002
					To:	58-600										
47		1.46	2900	G	From:	58-600				N	0.091	N	0.501	4100	N	2002
					To:	ECL Chase City										
Town of Chase City																
47	E Second Street	0.48	4100	G	From:	ECL Chase City				C	0.091	F	0.501	4100	G	2002
					To:	Drew St										
47	E Second Street	0.21	7300	G	From:	186-5 Main St				F	0.099	F	0.512	7200	G	2002
					To:											
47		0.05	NA		From:						NA		NA			
					To:	SR 49, SR 92										
47 49	N Main Street	0.24	7500	G	From:	E FIFTH ST				F	0.088	F	0.523	7500	G	2002
					To:	SR 49, WCL Chase City										
Mecklenburg County																
47		5.54	1900	G	From:	SR 49, WCL Chase City				F	0.086	F	0.544	1900	G	2002
					To:	Charlotte County Line										
49		8.64	1300	G	From:	Halifax County Line				F	0.089	F	0.568	1300	G	2002
					To:	US 58 West Clarksville										
49 58		1.75	12000	G	From:	US 58 East of Clarksville				F	0.085	F	0.52	12000	G	2002
					To:	WCL Clarksville										
Town of Clarksville																
49 58		0.97	10000	G	From:	WCL Clarksville				F	0.083	F	0.517	9900	G	2002
					To:	RT 15 & RT 58										
49 15		0.88	7900	G	From:	CL Clarksville				F	0.101	F	0.528	7800	G	2002
					To:											

Route		Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																	
<div><div>49</div><div>15</div></div>		0.84	7900	N	From: 92%	CL Clarksville				N	0.101	N	0.528	7800	N	2002	
<div><div>49</div><div>15</div></div>		1.60	6300	G	To: 87%	US 58 EAST OF CLARKSVILLE				F	0.086	F	0.533	6300	G	2002	
<div><div>49</div></div>		2.06	2700	G	From: 93%	US 15 NEAR DORTCH STORE				F	0.100	F	0.511	2600	G	2002	
<div><div>49</div></div>		5.90	2400	G	To: 93%	58-609				F	0.102	F	0.553	2400	G	2002	
<div><div>49</div></div>		3.92	2300	G	From: 93%	58-696				F	0.09	F	0.563	2300	G	2002	
Town of Chase City																	
<div><div>49</div></div>	W Second Street	0.23	2100	G	From: 93%	WCL Chase City				C	0.094	F	0.513	2100	G	2002	
<div><div>49</div></div>	W Second Street	0.56	6200	G	To: 93%	SR 92				C	0.097	F	0.559	6200	G	2002	
<div><div>49</div></div>	E Second St	0.19	6700	G	From: 93%	Endly St				F	0.094	F	0.552	6700	G	2002	
<div><div>49</div></div>	N Main Street	0.24	7500	G	To: 93%	N Main St E Second St				F	0.088	F	0.523	7500	G	2002	
<div><div>49</div></div>	N Main Street	1.02	6500	G	From: 92%	E Fifth St				C	0.094	F	0.548	6500	G	2002	
Mecklenburg County																	
<div><div>49</div></div>		3.95	1200	G	From: 89%	SR 47				F	0.082	F	0.514	1200	G	2002	
Town of Clarksville																	
<div><div>58</div></div>		2.96	5200	G	To: 84%	Lunenburg County Line				F	0.084	F	0.581	5100	G	2002	
<div><div>58</div></div>		2.99	6100	G	From: 84%	Halifax County Line				F	0.078	F	0.511	6000	G	2002	
<div><div>58</div></div>		1.75	12000	G	To: 84%	58-735				F	0.085	F	0.52	12000	G	2002	
Town of Clarksville																	
<div><div>58</div></div>		0.97	10000	G	From: 84%	SR 49 West of Clarksville				F	0.083	F	0.517	9900	G	2002	
<div><div>58</div><div>15</div></div>		0.88	7900	G	To: 92%	WCL Clarksville				F	0.101	F	0.528	7800	G	2002	
Mecklenburg County																	
<div><div>58</div><div>15</div></div>		0.84	7900	N	From: 92%	W US 15 & SR 49				N	0.101	N	0.528	7800	N	2002	
<div><div>58</div></div>		8.28	4100	A	To: 83%	CL Clarksville				A	0.105	A	0.549	4100	A	2002	
Town of Boydton																	
<div><div>58</div></div>		0.60	4100	N	From: 83%	WCL Boydton				N	0.105	N	0.549	4100	N	2002	
Mecklenburg County																	
<div><div>58</div></div>		0.20	4100	N	To: 83%	NCL Boydton				N	0.105	N	0.549	4100	N	2002	
Town of Clarksville																	
<div><div>58</div></div>		0.20	4100	N	From: 83%	SR 92				N	0.105	N	0.549	4100	N	2002	

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
<div><div>58</div></div>	0.91	5200	G	From: 83%		SR 92				F	0.085	F	0.531	5300	G	2002
<div><div>58</div></div>	4.88	5800	G	To: 83%		SR 386				F	0.085	F	0.617	5800	G	2002
<div><div>58</div></div>	4.23	5200	G	From: 83%		SR 4				F	0.08	F	0.514	5200	G	2002
<div><div>58</div><div>1</div></div>	3.43	8200	G	To: 92%		US 1 Big Fork				F	0.079	F	0.564	8500	G	2002
<div><div>58</div></div> US 58 Bypass	2.59	11000	G	From: 80%		US 1 Near SWCL South Hill				F	0.089	F	0.548	11000	G	2002
				To:		SCL South Hill Near I-85										
Town of South Hill																
<div><div>58</div></div> US 58 Bypass	0.69	11000	N	From: 80%		SCL South Hill Near I-85				N	0.089	N	0.548	11000	N	2002
<div><div>58</div></div> E Atlantic Street	0.29	19000	G	From: 80%		Bus US 58 Near I-85				F	0.080	F	0.506	19000	G	2002
				To:		ECL South Hill Near I-85										
Mecklenburg County																
<div><div>58</div></div>	1.27	14000	G	From: 80%		ECL South Hill Near I-85				F	0.084	F	0.515	13000	G	2002
				To:		WCL LaCrosse										
Town of LaCrosse																
<div><div>58</div></div>	0.52	14000	N	From: 80%		WCL LaCrosse				N	0.084	N	0.515	13000	N	2002
				To:		ECL LaCrosse										
Mecklenburg County																
<div><div>58</div></div>	0.61	14000	N	From: 80%		ECL LaCrosse				N	0.084	N	0.515	13000	N	2002
<div><div>58</div></div>	1.98	11000	G	To: 80%		58-644				F	0.077	F	0.51	11000	G	2002
				To:		WCL Brodnax										
Town of Brodnax																
<div><div>58</div></div>	0.46	11000	N	From: 80%		WCL Brodnax				N	0.077	N	0.51	11000	N	2002
				To:		Brunswick County Line										
Town of Boydton																
<div><div>Bus</div><div>58</div></div>	0.48	1700	G	From: 96%		US 58 West of Boydton				F	0.103	F	0.56	1700	G	2002
<div><div>Bus</div><div>58</div></div>	0.55	1200	G	To: 96%		SR 92				F	0.123	F	0.632	1200	G	2002
				To:		NCL Boydton										
Mecklenburg County																
<div><div>Bus</div><div>58</div></div>	0.05	1200	N	From: 96%		NCL Boydton				N	0.123	N	0.632	1200	N	2002
				To:		US 58 East of Boydton										
<div><div>Bus</div><div>58</div><div>1</div></div> Danville St	0.16	5100	N	From: 92%		US 1 North				N	0.093	N	0.506	5300	N	2002
				To:		SCL South Hill										
Town of South Hill																
<div><div>Bus</div><div>58</div><div>1</div></div> Danville St	1.89	5100	G	From: 92%		SCL South Hill				C	0.093	F	0.506	5300	G	2002
<div><div>Bus</div><div>58</div><div>1</div></div> Danville St	0.28	6900	G	To: 92%		Locust St				F	0.09	F	0.559	7200	G	2002
				To:		Plank Rd										

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						2Axle	3+Axle	1Trail	2Trail							
Town of South Hill																
Bus 58 1 Danville St	0.09	8300	G	From Plank Rd 92%	0%	3%	1%	3%	0%	F	0.087	F	0.528	8600	G	2002
Bus 58 1 Danville St	0.23	9500	G	To Goodes Ferry Blvd From 92%	0%	3%	1%	3%	0%	F	0.089	F	0.505	9900	G	2002
Bus 58 1 Mecklenburg Ave	0.16	7700	G	To Mecklenburg Ave From Danville St 94%	0%	2%	1%	3%	0%	F	0.085	F	0.505	8100	G	2002
Bus 58 Atlantic St	0.48	13000	N	To US 1; SR 47 Atlantic St From US 1; SR 47 94%	0%	2%	1%	3%	0%	N	0.079	N	0.511	13000	N	2002
Bus 58 Atlantic St	0.66	13000	G	To Windsor St From 94%	0%	2%	1%	3%	0%	C	0.079	F	0.511	13000	G	2002
Mecklenburg County																
North 85	4.23	12000	A	From North Carolina State Line 75%	1%	2%	0%	21%	1%	A	0.142	A		11000	A	2002
	Combined Traffic:	24000	A	75%	1%	2%	0%	21%	1%	B	0.13	A	0.578	21000	A	
North 85	8.14	12000	G	To 58-903 From 75%	1%	2%	0%	21%	1%	F	0.074	F		11000	G	2002
	Combined Traffic:	21000	G	75%	1%	2%	0%	21%	1%	F	0.070	F	0.59	19000	G	
Town of South Hill																
North 85	0.25	12000	G	From SCL South Hill 75%	1%	2%	0%	21%	1%	F	0.074	F		11000	G	2002
	Combined Traffic:	21000	G	75%	1%	2%	0%	21%	1%	F	0.070	F	0.59	19000	G	
North 85	2.53	11000	G	To US 58 From 75%	1%	2%	0%	21%	1%	F	NA			9500	G	2002
	Combined Traffic:	20000	G	75%	1%	2%	0%	21%	1%	F	NA			18000	G	
North 85	0.53	7300	G	To US 1 From 75%	1%	2%	0%	21%	1%	F	0.082	F		6500	G	2002
	Combined Traffic:	18000	G	75%	1%	2%	0%	21%	1%	F	0.074	F	0.545	16000	G	
Mecklenburg County																
North 85	3.84	7300	G	From NCL South Hill 75%	1%	2%	0%	21%	1%	F	0.082	F		6500	G	2002
	Combined Traffic:	18000	G	75%	1%	2%	0%	21%	1%	F	0.074	F	0.545	16000	G	
South 85	4.59	12000	A	To Brunswick County Line From North Carolina State Line 75%	1%	2%	0%	20%	1%	B	0.131	A		11000	A	2002
	Combined Traffic:	24000	A	75%	1%	2%	0%	21%	1%	B	NA			21000	A	
South 85	7.78	9500	G	To 58-903 From 75%	1%	2%	0%	20%	1%	F	0.072	F		8300	G	2002
	Combined Traffic:	21000	G	75%	1%	2%	0%	21%	1%	F	NA			19000	G	
Town of South Hill																
South 85	0.40	9500	G	From SCL South Hill 75%	1%	2%	0%	20%	1%	F	0.072	F		8300	G	2002
	Combined Traffic:	21000	G	75%	1%	2%	0%	21%	1%	F	0.070	F	0.59	19000	G	
South 85	2.72	9500	G	To US 58 From 75%	1%	2%	0%	20%	1%	F	0.072	F		8300	G	2002
	Combined Traffic:	20000	G	75%	1%	2%	0%	21%	1%	F	NA			18000	G	

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2Axle 3+Axle 1Trail 2Trail																
Town of South Hill																
South (85)	0.29	11000	G	From: 75%	US 1					F	0.079	F		9200	G	2002
Combined Traffic:		18000	G	75%	1%	2%	0%	21%	1%	F	0.074	F	0.545	16000	G	
				To:	NCL South Hill											
Mecklenburg County																
South (85)	3.74	11000	G	From: 75%	NCL South Hill					F	0.079	F		9200	G	2002
Combined Traffic:		18000	G	75%	1%	2%	0%	21%	1%	F	0.074	F	0.545	16000	G	
				To:	Brunswick County Line											
Town of Boydton																
(92)	0.32	1200	G	From: 97%	US 58 Bus					F	0.102	F	0.694	1200	G	2002
				To:	NCL Boydton											
Mecklenburg County																
(92)	9.25	1200	N	From: 97%	NCL Boydton					N	0.102	N	0.694	1200	N	2002
				To:	SCL Chase City											
Town of Chase City																
(92) S Main Street	0.44	3300	G	From: 93%	SCL Chase City					C	0.112	F	0.582	3300	G	2002
				To:	"B" ST											
(92) S Main Street	0.23	3600	G	From: 93%	"B" ST					F	0.107	F	0.568	3600	G	2002
				To:	Sycamore St											
(92) N Main Street	0.21	4800	G	From: 93%	Sycamore St					F	0.099	F	0.549	4800	G	2002
				To:	E Second St											
(92) (49) E Second St	0.19	6700	G	From: 93%	S RT 49					F	0.094	F	0.552	6700	G	2002
				To:	ENDLY ST											
(92) (49) W Second Street	0.56	6200	G	From: 93%	ENDLY ST					C	0.097	F	0.559	6200	G	2002
				To:	N SR 49											
(92)	0.22	3700	G	From: 91%	WCL Chase City					F	0.096	F	0.524	3700	G	2002
				To:												
Mecklenburg County																
(92)	3.42	3700	N	From: 91%	WCL Chase City					N	0.096	N	0.524	3700	N	2002
				To:	58-609; 58-684											
(92)	0.21	3700	N	From: 91%	58-609; 58-684					N	0.096	N	0.524	3700	N	2002
				To:	58-600											
(92)	1.52	3700	N	From: 91%	58-600					N	0.096	N	0.524	3700	N	2002
				To:	Charlotte County Line											
Town of South Hill																
(138)	0.38	3200	G	From: 89%	US 1					F	0.095	F	0.577	3200	G	2002
				To:	NCL South Hill											
Mecklenburg County																
(138)	2.89	2700	G	From: 89%	NCL South Hill					F	0.089	F	0.53	2700	G	2002
				To:	Lunenburg County Line											
(600)	0.84	90	R	From:	Charlotte County Line						NA			NA		08/14/2001
				To:	SR 92 WEST											
(600)	0.91	70	R	From:	SR 92 WEST						NA			NA		08/14/2001
				To:	SR 92 MID											
(600)	0.17	220	R	From:	SR 92 MID						NA			NA		08/14/2001
				To:	58-609											
(600)	2.54	330	R	From:	58-609						NA			NA		1998
				To:	SR 92 EAST											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(600)	0.72	330	R	From	SR 92 EAST						NA			NA		1998
(600)	2.23	300	G	To	WCL Chase City					C	0.1	F	0.613	300	G	2002
(600)	3.65	60	R	From	58-671 SOUTH						NA			NA		08/06/2001
(600)	0.78	90	R	To	58-680						NA			NA		08/06/2001
(601)	0.80	80	R	From	SR 47						NA			NA		10/29/2001
(601)	1.76	160	R	To	Halifax County Line						NA			NA		1998
(602)	0.90	310	G	From	58-789					F	0.112	F	0.569	310	G	2002
(602)	2.00	270	G	To	58-732					C	0.11	F	0.516	270	G	2002
(602)	0.66	60	R	From	58-735						NA			NA		10/24/2001
(603)	0.30	60	R	To	Dead End						NA			NA		1998
(603)	2.00	100	R	From	Charlotte County Line						NA			NA		08/14/2001
(604)	1.00	46	R	To	58-607						NA			NA		09/24/2001
(604)	1.60	45	R	From	SR 47						NA			NA		09/24/2001
(604)	1.90	90	R	To	North Carolina State Line						NA			NA		1998
(604)	0.70	70	R	From	58-738						NA			NA		09/24/2001
(605)	0.90	70	R	To	SR 49						NA			NA		08/14/2001
(605)	0.20	70	R	From	58-737						NA			NA		1998
(606)	1.20	220	R	To	58-737						NA			NA		09/24/2001
(607)	0.70	100	R	From	Halifax County Line						NA			NA		08/14/2001
(608)	0.80	60	R	To	58-609						NA			NA		1998
(609)	2.32	380	G	From	58-695					F	0.107	F	0.645	380	G	2002
(609)				To	Charlotte County Line						NA			NA		
(606)	1.20	220	R	From	North Carolina State Line						NA			NA		1998
(607)	0.70	100	R	To	SR 49						NA			NA		1998
(608)	0.80	60	R	From	Charlotte County Line						NA			NA		08/14/2001
(608)	2.10	80	R	To	58-603						NA			NA		1998
(609)	2.32	380	G	From	Dead End						NA			NA		08/14/2001
(609)				To	US 58						NA			NA		1998
(609)				To	58-660						NA			NA		1998
(609)				From	SR 49						NA			NA		1998
(609)				To	58-763 SOUTH						NA			NA		1998

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(609)	1.68	320	G	From: 58-763 SOUTH						F	0.093	F	0.590	320	G	2002
(609)	2.20	200	G	To: 58-640 NORTH						F	0.143	F	0.509	190	G	2002
(609)	2.30	290	G	From: 58-610 NORTH						F	0.138	F	0.526	290	G	2002
(609)	1.70	520	G	To: 58-695						C	0.161	F	0.518	520	G	2002
(609)	0.80	770	G	From: 58-687						F	0.108	F	0.574	770	G	2002
(609)	1.90	320	R	To: SR 92; 58-684							NA			NA		08/14/2001
(610)	1.00	290	R	From: Charlotte County Line							NA			NA		1998
(610)	1.90	140	R	To: 58-609 SOUTH							NA			NA		1998
(611)	1.50	310	R	From: 58-626							NA			NA		1998
(612)	1.32	560	R	To: Brunswick County Line							NA			NA		1998
(612)	0.05	560	R	From: Brunswick County Line							NA			NA		1998
(613)	0.35	20	R	To: 1.32 MI NW OF CL							NA			NA		09/24/2001
(614)	0.80	80	R	From: SR 49							NA			NA		07/10/2001
(615)	1.82	270	R	To: Dead End							NA			NA		10/15/2001
(615)	1.62	180	R	From: Dead End							NA			NA		10/15/2001
(615)	2.93	130	G	To: 58-707						F	0.103	F	0.516	130	G	2002
(615)	3.46	200	G	From: 58-678						C	0.092	F	0.55	200	G	2002
(615)	1.60	610	G	To: SR 4						F	0.1	F	0.516	610	G	2002
(616)	0.25	120	R	From: 58-669							NA			NA		1998
(616)	2.10	260	R	To: US 1							NA			NA		1998
(617)	0.90	150	R	From: 58-710							NA			NA		07/10/2001
(617)	2.30	730	R	To: 58-711							NA			NA		1998
(617)				From: Dead End							NA			NA		07/10/2001
(617)				To: 58-903							NA			NA		1998
(617)				From: 58-903							NA			NA		1998
(617)				To: 58-618							NA			NA		1998

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(618)	1.37	140	G	From: 58-903	96%	1%	2%	1%	1%	0%	F	0.142	F	0.756	140	G 2002
(618)	1.64	260	G	To: 58-619	96%	1%	2%	1%	1%	0%	F	0.108	F	0.649	260	G 2002
(618)	2.63	720	G	From: 58-617	96%	1%	2%	1%	1%	0%	F	0.103	F	0.546	720	G 2002
(618)	2.34	1000	G	To: 58-769	96%	1%	2%	1%	1%	0%	F	0.101	F	0.557	1000	G 2002
(618)	0.58	3200	G	From: 58-624 SOUTH	96%	1%	2%	1%	1%	0%	C	0.095	F	0.593	3200	G 2002
				To: SCL La Crosse												
Town of LaCrosse																
(618)	0.23	3400	G	From: SCL La Crosse	96%	1%	2%	1%	1%	0%	F	0.101	F	0.588	3400	G 2002
(618)	0.17	4700	G	To: 58-1507	96%	1%	2%	1%	1%	0%	F	0.105	F	0.546	4700	G 2002
(618)	0.35	1600	G	From: 58-621	96%	1%	2%	1%	1%	0%	F	0.105	F	0.517	1600	G 2002
				To: WCL La Crosse												
Mecklenburg County																
(618)	0.84	1700	G	From: WCL LaCrosse	96%	1%	2%	1%	1%	0%	F	0.095	F	0.536	1700	G 2002
				To: US 58												
(619)	1.22	670	G	From: 58-751; 58-903	94%	0%	3%	0%	2%	0%	C	0.097	F	0.625	670	G 2002
(619)	0.48	320	R	To: 58-618 WEST							NA			NA		07/10/2001
(619)	0.14	360	R	From: 58-847							NA			NA		07/10/2001
(619)	2.46	290	R	To: 58-788							NA			NA		07/10/2001
				From: 58-620												
(620)	0.10	330	R	From: 58-626							NA			NA		07/10/2001
(620)	4.00	190	R	To: 58-619							NA			NA		07/23/2001
(620)	2.68	260	R	From: 58-647							NA			NA		07/23/2001
				To: 58-624												
Town of LaCrosse																
(621)	0.34	3500	G	From: 58-618	97%	0%	1%	1%	1%	0%	F	0.099	F	0.522	3500	G 2002
(621)	0.18	1400	G	To: US 58	97%	0%	1%	1%	1%	0%	F	0.099	F	0.619	1400	G 2002
				From: NCL LaCrosse												
Mecklenburg County																
(621)	3.03	750	G	From: NCL LaCrosse	97%	0%	1%	1%	1%	0%	F	0.109	F	0.625	740	G 2002
(621)	1.80	280	G	To: 58-778	97%	0%	1%	1%	1%	0%	C	0.122	F	0.606	280	G 2002
				From: US 1 WEST												
(621)	1.79	150	R	To: US 1 EAST							NA			NA		10/17/2001
				From: Lunenburg County Line												

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
622	1.60	170	R	From:	58-660						NA			NA		08/06/2001
622	2.60	60	R	To:	58-670						NA			NA		08/06/2001
				From:	SR 47; 58-662											
623	0.31	170	R	To:	58-621						NA			NA		1998
623	2.68	180	R	From:	0.31 ME 58-621						NA			NA		10/17/2001
				To:	Brunswick County Line											
624	1.05	1500	R	From:	Brunswick County Line						NA			NA		07/10/2001
624	2.71	1100	G	To:	58-626 SOUTH					C	0.105	F	0.692	1100	G	2002
624	0.71	1100	R	From:	58-618 SOUTH						NA			NA		07/19/2001
				To:	SCL LaCrosse											
Town of LaCrosse																
624	0.14	1100	R	From:	SCL LaCrosse						NA			NA		07/19/2001
624	0.22	160	R	To:	58-618 NORTH						NA			NA		07/19/2001
				From:	58-1503											
Mecklenburg County																
625	1.20	200	R	From:	Brunswick County Line						NA			NA		1998
625	4.29	200	R	To:	58-611						NA			NA		1998
				From:	58-624											
626	3.00	990	G	To:	58-903					F	0.1	F	0.612	990	G	2002
626	4.04	1100	G	From:	58-611					F	0.091	F	0.662	1100	G	2002
				To:	58-624 SOUTH											
626	2.40	740	G	From:	58-624 NORTH					C	0.092	F	0.642	740	G	2002
				To:	US 58											
627	1.64	250	R	From:	58-618						NA			NA		07/23/2001
				To:	58-620											
628	0.20	200	R	From:	58-618						NA			NA		1998
628	1.50	70	R	To:	58-629						NA			NA		1998
				From:	58-630											
629	1.00	160	R	To:	58-630						NA			NA		07/23/2001
629	1.10	100	R	From:	58-752						NA			NA		07/23/2001
				To:	58-628											
630	2.30	590	R	From:	US 1						NA			NA		11/01/2001
630	4.60	110	R	To:	58-809						NA			NA		07/23/2001
				From:	93-631											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(630)	3.50	560	R	From		58-631					NA			NA		11/19/2001
				To		58-618										
(631)	1.90	250	R	From		58-630					NA			NA		1998
				To		58-641										
(631)	1.26	310	R	From		58-641					NA			NA		1998
				To		58-903										
(631)	0.55	30	R	From		58-903					NA			NA		07/23/2001
				To		Dead End										
(632)	0.70	120	R	From		Dead End					NA			NA		08/14/2001
				To		58-682 SOUTH										
(632)	1.10	250	R	From		58-682 NORTH					NA			NA		1998
				To		Lunenburg County Line										
(633)	1.50	190	R	From		Dead End					NA			NA		08/14/2001
				To		SR 47										
(633)	3.20	120	R	From		SR 47					NA			NA		1998
				To		58-681										
(633)	0.60	50	R	From		58-681					NA			NA		1998
				To		Lunenburg County Line										
(634)	1.30	310	R	From		SR 47					NA			NA		08/06/2001
				To		58-745										
(634)	1.70	140	R	From		58-745					NA			NA		08/06/2001
				To		58-681										
(634)	0.49	160	R	From		58-681					NA			NA		08/06/2001
				To		Lunenburg County Line										
(635)	1.65	320	R	From		SR 47					NA			NA		07/30/2001
				To		58-659										
(635)	0.97	160	R	From		58-659					NA			NA		07/30/2001
				To		58-764										
(635)	0.10	360	R	From		58-764					NA			NA		07/30/2001
				To		Lunenburg County Line										
(636)	2.02	360	R	From		58-654					NA			NA		07/16/2001
				To		Lunenburg County Line										
(637)	1.65	940	G	From		NWCL SOUTH HILL					C	0.096	F	0.678	940	G 2002
				To	90%	0%	5%	2%	2%	0%						
(637)	0.72	560	R	From		58-812					NA			NA		1993
				To		58-653										
(637)	1.18	420	R	From		58-653					NA			NA		07/16/2001
				To		Lunenburg County Line										
(638)	0.66	20	R	From		Dead End					NA			NA		10/17/2001
				To		US 1 WEST										
(638)	0.90	650	R	From		US 1 EAST					NA			NA		1998
				To		58-621										
(638)	0.90	320	R	From		58-621					NA			NA		1998
				To		58-639 WEST										

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
638	0.40	20	R	From	58-639 EAST						NA			NA		10/17/2001
				To	Dead End											
639	1.90	100	R	From	58-621						NA			NA		10/17/2001
				To	58-638 WEST											
639	1.20	300	R	From	58-638 WEST						NA			NA		10/17/2001
				To	Brunswick County Line											
640	0.70	120	R	From	Charlotte County Line						NA			NA		08/14/2001
				To	58-699 WEST											
640	2.40	110	R	From	58-609 SOUTH						NA			NA		08/14/2001
				To	58-609 NORTH											
640	2.00	280	R	From	58-696						NA			NA		08/14/2001
				To	SR 49											
641	1.70	210	R	From	58-631						NA			NA		11/01/2001
				To	58-903											
642	2.83	830	R	From	58-903						NA			NA		11/01/2001
				To	58-618											
643	1.07	250	R	From	58-642						NA			NA		11/01/2001
				To	SCL SOUTH HILL GAP											
643	1.20	1000	R	From	ECL SOUTH HILL; GapTerminus						NA			NA		11/19/2001
				To	Dead End											
644	0.15	40	R	From	US 58						NA			NA		1998
				To	0.15 ME US 58											
644	1.25	47	R	From	Dead End						NA			NA		07/10/2001
				To	58-663											
645	1.91	340	R	From	58-663						NA			NA		10/17/2001
				To	58-664											
646	0.05	10	R	From	Dead End						NA			NA		07/23/2001
				To	58-618											
647	1.80	150	R	From	58-620						NA			NA		07/10/2001
				To	58-626											
648	0.64	120	R	From	Dead End						NA			NA		1998
				To	58-677											
649	2.00	580	R	From	US 1						NA			NA		1998
				To	2.00 MN US 1											
649	0.90	120	R	From	58-844						NA			NA		10/17/2001
				To	SR 138											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(650)	0.20	160	R	From		58-651					NA			NA		10/17/2001
				To		US 1										
(650)	1.54	1100	R	From		58-903					NA			NA		11/01/2001
				To		58-664										
(651)	3.12	790	R	From		58-664					NA			NA		10/17/2001
				To		WCL SOUTH HILL										
(652)	2.79	130	R	From		Dead End					NA			NA		10/17/2001
				To		SR 47 EAST										
(652)	2.00	480	R	From		SR 47 WEST					NA			NA		07/16/2001
				To		Dead End										
(653)	1.00	90	R	From		Dead End					NA			NA		07/16/2001
				To		58-637										
(654)	1.00	560	R	From		SR 47					NA			NA		07/16/2001
				To		58-636										
(654)	0.50	220	R	From		58-868					NA			NA		07/16/2001
				To		Dead End										
(654)	1.59	150	R	From		58-664					NA			NA		07/16/2001
				To		58-656										
(655)	1.20	460	R	From		58-656					NA			NA		07/16/2001
				To		58-854										
(655)	0.65	350	R	From		58-854					NA			NA		07/16/2001
				To		58-657										
(655)	1.45	430	R	From		58-657					NA			NA		07/16/2001
				To		SR 47 EAST										
(655)	0.79	880	R	From		SR 47 WEST					NA			NA		07/16/2001
				To		58-764										
(655)	3.30	100	R	From		58-764					NA			NA		07/30/2001
				To		Dead End										
(656)	0.70	20	R	From		Dead End					NA			NA		07/16/2001
				To		58-655										
(657)	3.30	240	R	From		58-664					NA			NA		07/16/2001
				To		58-655										
(658)	1.85	60	R	From		58-670					NA			NA		08/06/2001
				To		58-830										
(658)	0.85	90	R	From		58-830					NA			NA		08/06/2001
				To		SR 47 WEST										
(658)	0.45	50	R	From		SR 47 EAST					NA			NA		07/30/2001
				To		58-834										
(658)	1.55	60	R	From		58-834					NA			NA		07/30/2001
				To		58-660										
(659)	0.90	120	R	From		58-635					NA			NA		1998
				To		58-764										

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(660)	3.10	300	G	From:	SR 92				C	0.128	F	0.784	300	G	2002	
				To:												
(660)	1.50	290	G	From:	58-677 NORTH				F	0.124	F	0.657	290	G	2002	
				To:												
(660)	3.71	400	G	From:	58-671 SOUTH				F	0.112	F	0.674	400	G	2002	
				To:												
(660)	1.70	260	R	From:	SR 47 WEST				NA			NA		1993		
				To:												
(660)	4.60	120	R	From:	58-661				NA			NA		07/30/2001		
				To:												
(660)	1.20	140	R	From:	58-760				NA			NA		07/30/2001		
				To:												
(660)	0.10	180	R	From:	58-658				NA			NA		07/30/2001		
				To:												
(661)	2.30	80	R	From:	SR 47 EAST				NA			NA		07/30/2001		
				To:												
(662)	2.26	220	R	From:	58-660				NA			NA		07/30/2001		
				To:												
(662)	0.30	90	R	From:	SR 47 WEST				NA			NA		08/06/2001		
				To:												
(662)	5.40	70	R	From:	58-745				NA			NA		08/06/2001		
				To:												
(662)				From:	58-661				NA			NA		07/30/2001		
				To:												
(663)	0.80	150	R	From:	SR 47 EAST				NA			NA				
				To:												
(663)	2.40	170	R	From:	US 1				NA			NA		1998		
				To:												
(663)				From:	58-709				NA			NA		1998		
				To:												
(663)	0.70	70	R	From:	US 58				NA			NA		10/17/2001		
				To:												
(663)	3.29	340	G	From:	58-673				C	0.126	F	0.556	340	G	2002	
				To:												
(664)	3.06	600	G	From:	58-664				C	0.099	F	0.565	600	G	2002	
				To:												
(664)	1.97	540	G	From:	US 1				F	0.139	F	0.517	540	G	2002	
				To:												
(664)	2.81	310	G	From:	58-663				F	0.098	F	0.514	310	G	2002	
				To:												
(665)	1.10	30	R	From:	58-655				NA			NA				
				To:												
(666)	0.10	60	R	From:	SR 47				NA			NA		07/16/2001		
				To:												
(666)	2.60	50	R	From:	58-664				NA			NA		1998		
				To:												
(666)	0.05	100	R	From:	58-668				NA			NA		07/16/2001		
				To:												
(667)	1.00	40	R	From:	0.10 MN 58-668				NA			NA		1998		
				To:												
(667)				From:	58-667				NA			NA		1998		
				To:												
(667)				From:	58-664				NA			NA		07/16/2001		
				To:												
(667)				From:	58-669				NA			NA		07/16/2001		
				To:												
(667)				From:	58-666				NA			NA		07/16/2001		
				To:												

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(668)	1.60	90	R	From	58-669						NA			NA		07/16/2001
(668)	1.40	140	R	From	58-666						NA			NA		1998
				To	58-664											
(669)	2.50	380	G	From	58-615					F	0.093	F	0.513	380	G	2002
(669)	0.42	560	G	From	US 58					C	0.093	F	0.596	560	G	2002
(669)	1.69	330	G	From	58-673					F	0.097	F	0.739	330	G	2002
(669)	1.35	390	G	From	58-674					F	0.099	F	0.598	390	G	2002
(669)	2.55	150	G	From	58-671					F	0.133	F	0.674	150	G	2002
(669)	1.72	310	G	From	58-670					F	0.112	F	0.514	310	G	2002
				To	58-664											
(670)	1.70	30	R	From	58-622						NA			NA		08/06/2001
(670)	1.90	50	R	From	58-658						NA			NA		08/06/2001
(670)	0.50	260	R	From	58-675						NA			NA		1998
				To	58-669											
(671)	2.20	630	R	From	SR 47						NA			NA		1998
(671)	0.36	350	R	From	58-600 NORTH 08-600 NORTH						NA			NA		1998
(671)	0.76	80	R	From	58-600 SOUTH						NA			NA		1998
(671)	0.97	120	R	From	58-679						NA			NA		1998
(671)	3.00	100	R	From	0.97 MS 58-679						NA			NA		08/06/2001
(671)	3.99	150	G	From	58-660 NORTH 58-660 SOUTH					C	0.132	F	0.722	140	G	2002
(671)	1.37	190	G	From	58-675 NORTH 58-675 SOUTH					F	0.121	F	0.522	190	G	2002
				To	58-669											
(672)	2.85	60	R	From	58-678						NA			NA		07/16/2001
(672)	2.60	70	R	From	58-669 NORTH 58-669 SOUTH						NA			NA		07/16/2001
				To	58-663											
(673)	0.20	410	G	From	58-669					C	0.111	F	0.5	410	G	2002
				To	58-663											
(674)	1.50	350	G	From	US 58; SR 4					C	0.112	F	0.605	350	G	2002
				To	58-669											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(675)	1.10	190	R	From	US 58					NA		NA		1998		
				To	58-677											
(675)	0.18	190	R	From						NA		NA		1998		
				To	0.18 MS 58-677											
(675)	2.52	90	R	From	0.18 MS 58-777					NA		NA		1998		
				To	58-678											
(675)	0.35	260	R	From	58-678					NA		NA		1998		
				To	58-671 SOUTH											
(675)	0.15	340	R	From	58-671 SOUTH					NA		NA		1998		
				To	58-671 NORTH											
(675)	2.30	250	R	From	58-671 NORTH					NA		NA		1998		
				To	58-670											
(676)	0.40	20	R	From	Dead End					NA		NA		07/16/2001		
				To	58-674											
(676)	0.50	20	R	From	58-674					NA		NA		07/16/2001		
				To	Dead End											
(677)	0.07	360	R	From	US 58					NA		NA		1998		
				To	58-848											
(677)	0.39	280	R	From	58-848					NA		NA		10/09/2001		
				To	58-703											
(677)	0.81	310	R	From	58-703					NA		NA		1998		
				To	58-762											
(677)	1.00	340	R	From	58-762					NA		NA		1998		
				To	58-841 NORTH											
(677)	0.70	350	R	From	58-841 NORTH					NA		NA		1998		
				To	58-688											
(677)	3.90	70	R	From	58-688					NA		NA		10/09/2001		
				To	58-691											
(677)	0.60	230	R	From	58-691					NA		NA		1998		
				To	SR 92 SOUTH											
(677)	3.40	130	R	From	SR 92 NORTH					NA		NA		10/09/2001		
				To	58-660 SOUTH											
(677)	3.00	100	R	From	58-660 NORTH					NA		NA		1998		
				To	58-675											
(678)	2.50	140	R	From	SR 4					NA		NA		10/15/2001		
				To	58-707 EAST											
(678)	1.61	220	R	From	58-707 WEST					NA		NA		10/15/2001		
				To	58-615											
(678)	3.80	150	R	From	58-615					NA		NA		10/15/2001		
				To	US 58											
(678)	0.90	830	R	From	US 58					NA		NA		10/15/2001		
				To	58-672											
(678)	2.20	310	R	From	58-672					NA		NA		10/15/2001		
				To	58-675											
(679)	0.02	130	R	From	SR 92					NA		NA		1998		
				To	0.02 MN SR 92											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
679	2.90	120	R	From	0.02 MN SR 92						NA			NA		1998
				To	58-671											
680	1.60	80	R	From	58-671						NA			NA		1998
				To	1.60 ME 58-671											
680	1.30	90	R	From							NA			NA		08/06/2001
				To	58-600											
681	1.80	100	R	From	58-633						NA			NA		08/06/2001
				To	58-634											
682	1.00	480	R	From	SR 49						NA			NA		1998
				To	58-683											
682	1.24	390	R	From							NA			NA		1998
				To	58-632 SOUTH											
682	0.06	290	R	From							NA			NA		1998
				To	58-632 NORTH											
682	3.30	60	R	From							NA			NA		08/14/2001
				To	58-840											
682	0.17	130	R	From							NA			NA		1998
				To	SR 47											
683	3.19	210	R	From	Charlotte County Line						NA			NA		08/14/2001
				To	SR 47 WEST											
683	1.50	270	R	From	SR 47 EAST						NA			NA		08/14/2001
				To	58-790											
683	1.20	100	R	From							NA			NA		08/14/2001
				To	58-682											
684	3.80	600	R	From	SR 92; 58-609						NA			NA		08/14/2001
				To	SR 47											
685	0.61	80	R	From	Dead End						NA			NA		08/06/2001
				To	SR 49											
686	2.90	100	R	From	68-688						NA			NA		08/06/2001
				To	SR 92											
687	1.99	100	R	From	58-696						NA			NA		08/14/2001
				To	58-609											
Town of Boydton																
688	0.15	1000	G	From	US 58 BUS					F	0.103	F	0.512	1000	G	2002
				To	WCL BOYDTON											
Mecklenburg County																
688	2.74	610	G	From	WCL BOYDTON					F	0.136	F	0.578	610	G	2002
				To	58-798											
688	3.00	820	G	From	92% 3% 2% 0% 3% 0%					F	0.159	F	0.619	820	G	2002
				To	58-689 SOUTH											
688	0.97	1300	G	From	92% 3% 2% 0% 3% 0%					F	0.218	F	0.765	1300	G	2002
				To	58-697											
688	1.28	830	G	From	92% 3% 2% 0% 3% 0%					F	0.153	F	0.735	830	G	2002
				To	58-695											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(688)	0.76	760	G	92%	3%	2%	0%	3%	0%	F	0.139	F	0.711	760	G	2002
				From: 58-695												
(688)	0.78	760	G	92%	3%	2%	0%	3%	0%	F	0.126	F	0.631	760	G	2002
				To: 58-696												
(688)	1.25	1100	G	92%	3%	2%	0%	3%	0%	F	0.104	F	0.562	1100	G	2002
				From: 58-689 NORTH												
(688)	2.02	1200	G	92%	3%	2%	0%	3%	0%	C	0.108	F	0.504	1200	G	2002
				To: 58-686												
				To: SR 92												
(689)	0.35	910	G	88%	6%	2%	0%	4%	0%	C	0.187	F	0.821	910	G	2002
				From: 58-701												
(689)	2.30	140	R								NA			NA		1998
				To: 58-688 SOUTH												
(689)	0.32	250	R								NA			NA		1998
				From: 58-690												
(689)	1.05	470	R								NA			NA		1998
				To: 58-877 SOUTH												
				To: 58-688 NORTH												
(690)	0.70	50	R								NA			NA		10/09/2001
				From: Dead End												
(690)	0.50	60	R								NA			NA		10/09/2001
				To: 58-689												
				To: Dead End												
(691)	2.80	220	R								NA			NA		10/09/2001
				From: 58-688												
				To: 58-677												
(692)	0.80	90	R								NA			NA		10/04/2001
				From: Dead End												
				To: US 58												
(693)	1.90	170	R								NA			NA		1998
				From: 58-703												
(693)	0.70	40	R								NA			NA		10/04/2001
				To: US 58												
				To: 58-848												
(694)	0.65	20	R								NA			NA		10/09/2001
				From: Dead End												
				To: 58-688												
(695)	2.50	310	R								NA			NA		1998
				From: 58-688												
(695)	2.70	300	R								NA			NA		1998
				To: SR 49												
(695)	2.40	130	R								NA			NA		08/14/2001
				To: 58-609												
				To: 58-605												
(696)	1.50	160	R								NA			NA		1998
				From: 58-640												
(696)	1.20	70	R								NA			NA		08/14/2001
				To: 58-695												
(696)	0.90	110	R								NA			NA		1998
				To: 58-687												
(696)	2.70	320	R								NA			NA		1998
				From: SR 49												
				To: 58-688												

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
697	0.89	160	R	From:	Dead End						NA			NA		11/19/2001
				To:	0.89 ME Dead End											
697	0.11	160	R	From:							NA			NA		11/19/2001
				To:	SR 49 SOUTH											
697	3.10	330	R	From:	SR 49 NORTH						NA			NA		1998
				To:	58-688											
698	2.20	260	R	From:	58-609						NA			NA		11/19/2001
				To:	SR 49 SOUTH											
698	3.20	760	R	From:	SR 49 NORTH						NA			NA		11/19/2001
				To:	58-701											
699	1.00	90	R	From:	Dead End						NA			NA		08/08/2001
				To:	US 15											
699	1.60	60	R	From:							NA			NA		1998
				To:	58-640 EAST											
699	2.30	120	R	From:	58-640 WEST						NA			NA		1998
				To:	58-610											
700	0.47	40	R	From:	US 15 WEST						NA			NA		1998
				To:	US 15 EAST											
700	0.25	40	R	From:							NA			NA		08/08/2001
				To:	Dead End											
701	0.46	70	R	From:	SR 49 SOUTH						NA			NA		10/09/2001
				To:	SR 49 NORTH											
701	4.18	860	G	91%	3%	2%	1%	3%	0%	C	0.155	F	0.791	860	G	2002
701	0.34	180	R	From:	58-689						NA			NA		10/09/2001
				To:	58-688											
702	2.43	180	R	From:	US 58						NA			NA		10/09/2001
				To:	58-701											
703	0.80	100	R	From:	Dead End						NA			NA		10/04/2001
				To:	58-828											
703	2.78	240	R	From:							NA			NA		10/04/2001
				To:	US 58 EAST											
703	0.50	380	R	From:	US 58 WEST						NA			NA		10/09/2001
				To:	58-677											
704	0.60	60	R	From:	Dead End						NA			NA		10/04/2001
				To:	58-705											
704	1.40	120	R	From:							NA			NA		10/04/2001
				To:	58-707											
705	1.90	40	R	From:	Dead End						NA			NA		10/04/2001
				To:	58-823											
705	2.00	260	R	From:							NA			NA		1998
				To:	58-704											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
705	0.40	530	R	From:	58-704					F	0.116	F	0.539	290	G	2002
				To:	58-756											
706	0.25	10	R	From:	SR 49					F	0.119	F	0.68	210	G	2002
				To:	Dead End											
707	1.00	290	G	94%	2%	2%	0%	2%	0%	F	0.103	F	0.588	280	G	2002
				To:	58-678 EAST											
707	2.22	210	G	94%	2%	2%	0%	2%	0%	F	0.11	F	0.556	680	G	2002
				To:	58-824											
707	2.10	280	G	94%	2%	2%	0%	2%	0%	F	0.11	F	0.556	680	G	2002
				To:	58-615											
707	3.00	680	G	94%	2%	2%	0%	2%	0%	F	0.11	F	0.556	680	G	2002
				To:	SCL BOYDTON											
Town of Boydton																
707	0.31	1100	G	94%	2%	2%	0%	2%	0%	C	0.096	F	0.608	1100	G	2002
				To:	58-1205											
707	0.13	1300	G	94%	2%	2%	0%	2%	0%	F	0.088	F	0.578	1300	G	2002
				To:	US 58 BUS; SR 92											
Mecklenburg County																
708	1.60	120	R	From:	SR 4					F	0.116	F	0.539	290	G	2002
				To:	58-669											
709	1.80	90	R	From:	58-615					F	0.119	F	0.68	210	G	2002
				To:	58-663											
710	3.90	170	R	From:	SR 4					F	0.103	F	0.588	280	G	2002
				To:	58-711 WEST											
710	1.00	100	R	From:	58-711 EAST					F	0.114	F	0.654	220	G	2002
				To:	58-712											
711	0.80	290	R	From:	58-712; 58-713					F	0.116	F	0.539	290	G	2002
				To:	58-616											
711	0.60	300	R	From:	58-710 WEST					F	0.119	F	0.68	210	G	2002
				To:	58-710 EAST											
711	0.20	300	R	From:	58-710 WEST					F	0.103	F	0.588	280	G	2002
				To:	58-710 EAST											
711	1.60	300	R	From:	58-710 EAST					F	0.114	F	0.654	220	G	2002
				To:	US 1											
711	2.80	120	R	From:	US 1					F	0.116	F	0.539	290	G	2002
				To:	Dead End											
712	0.20	370	R	From:	SR 4					F	0.119	F	0.68	210	G	2002
				To:	58-715											
712	3.90	190	G	94%	2%	1%	1%	2%	0%	C	0.091	F	0.684	190	G	2002
				To:	US 1											
712	3.36	220	G	94%	2%	1%	1%	2%	0%	F	0.114	F	0.654	220	G	2002
				To:	North Carolina State Line											
713	2.70	180	R	From:	58-711; 58-712					F	0.116	F	0.539	290	G	2002
				To:	US 1											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
714	0.40	200	G	From:	North Carolina State Line				C	0.096	F	0.667	200	G	2002	
				To:	58-712											
715	0.33	140	G	From:	SR 4				C	0.111	F	0.667	140	G	2002	
				To:	58-712											
716	1.65	70	R	From:	North Carolina State Line				NA			NA		10/15/2001		
				To:	Dead End											
717	0.80	210	G	From:	North Carolina State Line				C	0.132	F	0.517	210	G	2002	
				To:	58-826											
718	0.70	140	R	From:	North Carolina State Line				NA			NA		10/15/2001		
				To:	58-826											
719	1.43	560	G	From:	North Carolina State Line				C	0.102	F	0.661	560	G	2002	
				To:	58-825											
720	0.20	580	R	From:	58-785				NA			NA		08/14/2001		
				To:	SR 49											
721	0.80	70	R	From:	Dead End				NA			NA		09/24/2001		
721	0.70	280	R	From:	US 15				NA			NA		1998		
				To:	58-822											
722	1.65	130	R	From:	58-601				NA			NA		10/29/2001		
				To:	US 58 WEST											
722	1.00	200	R	From:	US 58 EAST				NA			NA		10/29/2001		
				To:	58-869											
722	0.53	140	R	From:	58-731				NA			NA		10/29/2001		
				To:	58-767											
722	1.79	250	R	From:	Dead End; Gap Terminus				NA			NA		10/29/2001		
				To:	58-730 WEST											
722	0.03	660	R	From:	58-730 EAST				NA			NA		10/24/2001		
				To:	58-779											
722	0.55	940	R	From:	US 58 WEST				NA			NA		10/24/2001		
				To:	US 58 EAST											
722	1.63	2500	G	From:	92% 1% 3% 3% 2% 0%				F	0.094	F	0.605	2500	G	2002	
				To:	WCL Clarksville											
Town of Clarksville																
722	0.13	2500	N	From:	WCL Clarksville				N	0.094	N	0.605	2500	N	2002	
				To:	ECL Clarksville											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
722	0.07	2500	N	From	ECL Clarksville				N	0.094	N	0.605	2500	N	2002	
				To	US 15 NORTH											
722	0.83	4200	G	From	US 15 SOUTH				C	0.126	F	0.786	4200	G	2002	
				To	58-821 SOUTH											
722	0.16	1300	R	From						NA			NA		10/29/2001	
722	0.10	460	R	From	58-1135					NA			NA		10/29/2001	
				To												
722	0.14	390	R	From	58-1136					NA			NA		10/29/2001	
				To												
722	0.40	310	R	From	58-1137					NA			NA		10/29/2001	
				To	Dead End											
723	0.60	410	R	From	North Carolina State Line					NA			NA		09/24/2001	
				To												
723	1.50	460	G	From	58-725				F	0.095	F	0.551	460	G	2002	
				To	58-728											
723	3.30	660	G	From	58-722				C	0.097	F	0.563	660	G	2002	
				To	SCL Clarksville											
723	0.22	600	G	From	SCL Clarksville				F	0.093	F	0.543	600	G	2002	
				To												
Town of Clarksville																
723	0.53	680	G	From	SCL Clarksville				F	0.087	F	0.592	680	G	2002	
				To	US 15											
Mecklenburg County																
724	1.80	70	R	From	58-723					NA			NA		09/24/2001	
				To	Dead End											
725	0.90	170	R	From	58-814					NA			NA		09/24/2001	
				To	58-723											
726	0.50	40	R	From	58-737					NA			NA		09/24/2001	
				To	Dead End											
727	0.69	50	R	From	North Carolina State Line					NA			NA		10/22/2001	
				To	0.69 MN OF SL											
727	1.81	230	R	From	58-728 EAST					NA			NA		10/22/2001	
				To	58-728 WEST											
727	2.35	330	R	From						NA			NA		1998	
				To	58-871											
728	0.01	250	R	From	SR 49					NA			NA		1993	
				To	58-867											
728	1.90	170	R	From						NA			NA		10/22/2001	
				To	58-727 WEST											
728	0.30	310	R	From	58-727 EAST					NA			NA		10/22/2001	
				To												
728	0.47	340	R	From						NA			NA		10/22/2001	
				To	58-811											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
728	0.63	180	R	From:	58-811						NA			NA		09/24/2001
				To:	58-723											
729	1.40	40	R	From:	North Carolina State Line						NA			NA		09/24/2001
				To:	58-735											
730	0.70	90	R	From:	Dead End						NA			NA		10/24/2001
				To:	US 58											
730	1.22	360	R	From:							NA			NA		10/24/2001
730	1.10	400	R	From:	58-722						NA			NA		10/24/2001
				To:	Dead End											
731	1.40	210	R	From:	58-722						NA			NA		10/29/2001
				To:	58-732											
732	0.40	120	R	From:	US 58 WEST						NA			NA		10/29/2001
				To:	58-601											
732	0.90	280	R	From:							NA			NA		10/29/2001
732	0.60	540	R	From:	US 58 EAST						NA			NA		10/29/2001
				To:	58-731											
732	0.03	470	R	From:							NA			NA		10/29/2001
732	1.27	230	R	From:	58-767						NA			NA		10/29/2001
				To:	Dead End											
733	0.01	70	R	From:	58-735						NA			NA		1998
				To:	0.01 ME 58-735											
733	1.81	70	R	From:							NA			NA		1998
				To:	58-734											
734	0.10	440	R	From:	SR 49						NA			NA		10/24/2001
				To:	58-733											
734	1.20	330	R	From:							NA			NA		10/24/2001
734	0.70	330	R	From:	58-800						NA			NA		10/24/2001
				To:	58-730											
734	0.35	770	R	From:							NA			NA		10/24/2001
				To:	US 58											
735	1.20	80	R	From:	North Carolina State Line						NA			NA		09/24/2001
				To:	58-729											
735	1.50	190	G	93%	2%	2%	0%	3%	0%	C	0.139	F	0.607	190	G	2002
735	0.75	200	R	From:	58-867 Gap Terminus						NA			NA		1998
				To:	SR 49 Gap Terminus											
735	3.16	80	R	From:	58-736						NA			NA		1998
				To:	58-602											
735	1.70	470	G	93%	2%	2%	0%	3%	0%	F	0.117	F	0.570	470	G	2002
				To:	US 58											

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Mecklenburg County																
736	2.90	80	R	From:	58-735						NA			NA		10/22/2001
				To:	58-602											
737	1.20	140	R	From:	North Carolina State Line						NA			NA		09/24/2001
				To:	58-738											
737	0.50	240	R	From:	58-738						NA			NA		09/24/2001
				To:	SR 49											
737	0.60	310	R	From:	58-829						NA			NA		09/24/2001
				To:	58-602											
738	2.00	140	R	From:	58-737						NA			NA		09/24/2001
				To:	NC State Line; Gap Terminus											
738	0.80	240	R	From:	58-604						NA			NA		09/24/2001
				To:	SR 49											
739	0.20	40	R	From:	58-637						NA			NA		1998
				To:	58-879											
739	0.70	20	R	From:	Dead End						NA			NA		07/16/2001
				To:	58-723											
740	1.00	160	R	From:	Dead End						NA			NA		09/24/2001
				To:	Dead End											
741	0.90	30	R	From:	SR 47						NA			NA		08/14/2001
				To:	WCL Chase City; SR 49											
742	0.18	370	R	From:	WCL Chase City; SR 92						NA			NA		08/06/2001
				To:	58-660											
743	0.70	60	R	From:	Dead End						NA			NA		07/30/2001
				To:	Charlotte County Line											
744	1.20	110	R	From:	SR 47						NA			NA		08/14/2001
				To:	58-634											
745	2.30	80	R	From:	58-662						NA			NA		08/06/2001
				To:	North Carolina State Line											
746	1.00	160	R	From:	Dead End						NA			NA		10/15/2001
				To:	58-723											
747	0.47	80	R	From:	Dead End						NA			NA		09/24/2001
				To:	Dead End											
748	0.15	9	R	From:	0.15 MN Dead End						NA			NA		10/24/2001
				To:	58-871											
748	0.15	40	R	From:							NA			NA		10/24/2001
				To:												

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
749	0.30	10	R	From:	Dead End						NA			NA		10/29/2001
				To:	58-722											
750	0.32	540	G	From:	US 58 WEST					F	0.109	F	0.557	540	G	2002
				To:	WCL Clarksville											
Town of Clarksville																
750	0.76	800	G	From:	WCL Clarksville					F	0.099	F	0.512	800	G	2002
				To:	58-1125											
750	0.64	1100	G	From:	96% 0% 2% 0% 1% 0%					C	0.102	F	0.541	1100	G	2002
				To:	US 58 East											
750	0.09	310	R	From:							NA			NA		11/05/2001
				To:	58-1103											
750	0.09	80	R	From:							NA			NA		11/05/2001
				To:	Caroline St											
Mecklenburg County																
751	0.90	940	R	From:	Dead End						NA			NA		07/10/2001
				To:	58-619; 58-903											
752	0.45	30	R	From:	Dead End						NA			NA		07/23/2001
				To:	58-629											
753	0.70	120	R	From:	Dead End						NA			NA		11/01/2001
				To:	58-642											
754	1.11	190	R	From:	Dead End						NA			NA		1998
				To:	US 1											
755	0.07	1200	R	From:	SR 47						NA			NA		10/17/2001
				To:	58-806											
755	0.83	410	R	From:							NA			NA		10/17/2001
				To:	58-652											
756	0.59	790	G	From:	US 58					F	0.107	F	0.661	790	G	2002
				To:	SCL BOYDTON											
Town of Boydton																
756	0.37	820	G	From:	SCL BOYDTON					C	0.089	F	0.513	820	G	2002
				To:	58-1201											
756	0.29	580	G	From:	96% 1% 2% 0% 0% 0%					F	0.087	F	0.558	580	G	2002
				To:	58-707											
756	0.12	200	R	From:							NA			NA		08/16/2001
				To:	58-1213											
Mecklenburg County																
757	1.00	120	R	From:	58-660						NA			NA		08/06/2001
				To:	Dead End											
758	1.00	90	R	From:	SR 47						NA			NA		07/30/2001
				To:	Dead End											
759	1.50	310	R	From:	US 58						NA			NA		1993
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
760	1.30	50	R	From	58-660					NA			NA		07/30/2001	
				To	Lunenburg County Line											
761	0.53	220	R	From	US 1					NA			NA		07/30/2001	
				To	58-873											
761	0.97	200	R	From	58-873					NA			NA		07/30/2001	
				To	Dead End											
762	0.37	220	R	From	58-702					NA			NA		08/08/2001	
				To	58-856											
762	1.97	110	R	From	58-856					NA			NA		08/08/2001	
				To	1.97 ME 58-856											
762	0.93	140	R	From	58-677					NA			NA		08/08/2001	
				To	58-609 SOUTH											
763	0.60	90	R	From	58-875					NA			NA		08/08/2001	
				To	58-609 NORTH											
764	1.20	350	R	From	SR 47					NA			NA		07/30/2001	
				To	58-655											
764	1.43	200	R	From	58-655					NA			NA		07/30/2001	
				To	58-635											
765	0.60	230	R	From	Dead End					NA			NA		07/30/2001	
				To	58-624											
766	0.20	40	R	From	US 58					NA			NA		1998	
				To	Dead End											
767	1.40	340	R	From	58-732					NA			NA		10/29/2001	
				To	58-722											
768	0.73	90	R	From	58-626					NA			NA		07/10/2001	
				To	Dead End											
769	0.60	260	R	From	Dead End					NA			NA		07/23/2001	
				To	58-618											
770	0.30	60	R	From	Dead End					NA			NA		10/17/2001	
				To	SR 138											
771	0.70	140	R	From	58-712					NA			NA		07/10/2001	
				To	Dead End; Gap Terminus											
771	0.60	130	R	From	US 1 Gap Terminus					NA			NA		07/10/2001	
				To	Dead End											
772	1.00	60	R	From	Dead End					NA			NA		08/08/2001	
				To	58-703											
773	0.60	50	R	From	58-903					NA			NA		07/23/2001	
				To	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(774)	0.80	9	R	From:	58-626					NA			NA			07/10/2001
				To:	Dead End											
(775)	0.09	80	R	From:	US 58					NA			NA			1998
				To:	0.09 MN US 58											
(775)	0.92	80	R	From:						NA			NA			10/17/2001
				To:	58-645											
(776)	0.80	70	R	From:	Dead End					NA			NA			07/10/2001
				To:	58-647											
(777)	0.08	290	R	From:	Dead End					NA			NA			1993
				To:	US 58											
(778)	0.33	210	R	From:	58-621					NA			NA			1998
				To:	0.33 MN 58-621											
(778)	0.36	210	R	From:						NA			NA			1998
				To:	0.69 MN 58-621											
(778)	0.56	210	R	From:						NA			NA			1998
				To:	US 1											
(779)	1.70	240	R	From:	58-722					NA			NA			10/24/2001
				To:	Dead End											
(780)	0.53	110	N	From:	Dead End					NA			0	N		1993
				To:	US 1; US 58											
(780)	0.17	110	R	From:						NA			NA			1993
				To:	US 1											
(781)	1.00	90	R	From:	58-728					NA			NA			10/22/2001
				To:	SR 49											
(782)	0.70	50	R	From:	58-660					NA			NA			07/30/2001
				To:	Dead End											
(783)	1.00	40	R	From:	Dead End					NA			NA			08/08/2001
				To:	US 58 WEST											
(783)	0.65	60	R	From:						NA			NA			08/08/2001
				To:	US 58 EAST											
(784)	1.10	390	R	From:	58-722					NA			NA			10/29/2001
				To:	Dead End											
(785)	0.21	540	R	From:	SR 49					NA			NA			08/14/2001
				To:	58-720											
(785)	0.29	250	R	From:						NA			NA			08/14/2001
				To:	Dead End											
(786)	0.50	80	R	From:	Dead End					NA			NA			10/04/2001
				To:	US 58											
(787)	0.35	10	R	From:	58-634					NA			NA			08/06/2001
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
788	0.90	150	R	From	Dead End						NA			NA		07/10/2001
				To	58-619											
789	1.40	90	R	From	58-602						NA			NA		1998
				To	58-601											
790	0.30	30	R	From	58-683						NA			NA		08/14/2001
				To	Dead End											
791	0.60	120	R	From	58-640						NA			NA		08/14/2001
				To	Dead End											
792	0.60	20	R	From	Dead End						NA			NA		08/06/2001
				To	58-695											
793	0.60	70	R	From	58-697						NA			NA		08/06/2001
				To	Dead End											
794	0.70	48	R	From	Dead End						NA			NA		07/16/2001
				To	SR 47											
795	1.26	160	R	From	US 58; 58-675 HAYES MILL RD						NA			NA		10/09/2001
				To	Dead End											
796	0.30	340	R	From	58-821						NA			NA		10/29/2001
				To	Dead End											
797	0.80	90	R	From	SR 92						NA			NA		08/06/2001
				To	Dead End											
798	0.50	70	R	From	58-688						NA			NA		10/15/2001
				To	Dead End											
799	0.10	40	R	From	58-664						NA			NA		10/17/2001
				To	Dead End											
800	0.70	47	R	From	Dead End						NA			NA		10/24/2001
				To	58-734											
801	0.25	7	R	From	58-698						NA			NA		08/08/2001
				To	Dead End											
802	0.43	140	R	From	58-684						NA			NA		08/14/2001
				To	Dead End											
803	0.80	120	R	From	58-722						NA			NA		10/29/2001
				To	Dead End											
804	0.60	90	R	From	US 15 SOUTH						NA			NA		09/24/2001
				To	58-846											
804	0.40	470	R	From	58-846						NA			NA		09/24/2001
				To	US 15 NORTH											
805	2.05	270	R	From	SR 49						NA			NA		08/14/2001
				To	58-600											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(806)	0.39	360	R	From	Dead End						NA			NA		10/17/2001
(806)	0.17	390	R	To	58-876						NA			NA		10/17/2001
				From	58-755											
(807)	0.50	30	R	To	58-664						NA			NA		07/16/2001
				From	Dead End											
(808)	0.24	30	R	To	58-626						NA			NA		07/10/2001
				From	58-630											
(809)	0.40	40	R	To	Dead End						NA			NA		07/23/2001
				From	58-627											
(810)	0.52	30	R	To	Dead End						NA			NA		07/23/2001
				From	58-728											
(811)	1.32	210	R	To	58-723						NA			NA		10/22/2001
				From	Dead End											
(812)	0.50	50	R	To	58-637						NA			NA		07/16/2001
				From	Dead End											
(813)	0.50	80	R	To	58-722						NA			NA		09/24/2001
				From	58-725											
(814)	0.60	40	R	To	Dead End						NA			NA		09/24/2001
				From	Dead End											
(815)	0.65	230	R	To	US 58						NA			NA		11/01/2001
				From	Dead End											
(816)	0.60	40	R	To	58-688						NA			NA		08/06/2001
				From	Dead End											
(817)	0.26	150	R	To	58-600						NA			NA		1998
				From	58-710											
(818)	0.75	60	R	To	Dead End						NA			NA		10/15/2001
				From	1.20 MW 58-820											
(819)	1.60	170	R	To	0.40 ME 58-820						NA			NA		10/15/2001
				From	North Carolina State Line											
(820)	0.88	210	R	To	58-819						NA			NA		10/15/2001
				From	Dead End											
(821)	1.30	790	R	To	58-796						NA			NA		10/29/2001
				From	58-722											
(821)	0.90	1400	R	To	58-722						NA			NA		10/29/2001
				From	Dead End											
(821)	0.52	760	R	To	Dead End						NA			NA		10/29/2001

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(822)	0.80	270	R	From:	North Carolina State Line						NA			NA		09/24/2001
				To:	58-721											
(822)	1.00	70	R	From:							NA			NA		09/24/2001
				To:	Dead End											
(823)	2.15	70	R	From:	Dead End						NA			NA		10/04/2001
				To:	58-705											
(824)	0.70	49	R	From:	Dead End						NA			NA		10/15/2001
				To:	58-707											
(825)	2.07	460	G	From:	North Carolina State Line					C	0.084	F	0.55	460	G	2002
				To:	58-719											
(825)	1.06	170	R	From:							NA			NA		10/15/2001
				To:	Dead End											
(826)	2.70	60	R	From:	Dead End						NA			NA		10/15/2001
				To:	58-717											
(826)	1.30	150	R	From:							NA			NA		10/15/2001
				To:	Dead End											
(827)	1.00	170	R	From:	Dead End						NA			NA		10/15/2001
				To:	SR 4											
(828)	0.30	180	R	From:	58-703						NA			NA		10/04/2001
				To:	Dead End											
(829)	0.95	90	R	From:	Dead End						NA			NA		09/24/2001
				To:	58-737											
(830)	0.58	20	R	From:	Dead End						NA			NA		08/06/2001
				To:	58-658											
(831)	1.50	30	R	From:	Dead End						NA			NA		08/06/2001
				To:	58-688											
(832)	0.50	60	R	From:	US 58						NA			NA		08/08/2001
				To:	Dead End											
(833)	0.75	70	R	From:	58-651						NA			NA		10/17/2001
				To:	Dead End											
(834)	0.50	60	R	From:	58-658						NA			NA		07/30/2001
				To:	Dead End											
(835)	1.50	120	R	From:	Dead End						NA			NA		10/15/2001
				To:	58-678											
(836)	0.20	8	R	From:	Dead End						NA			NA		10/15/2001
				To:	58-819											
(837)	0.40	60	R	From:	Dead End						NA			NA		07/23/2001
				To:	58-903											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(838)	0.35	60	R	From:	58-712						NA			NA		10/15/2001
				To:	Dead End											
(839)	0.70	40	R	From:	Dead End						NA			NA		07/16/2001
				To:	58-657											
(840)	0.40	70	R	From:	Dead End						NA			NA		08/14/2001
				To:	SR 47											
(840)	0.13	80	R	From:							NA			NA		1998
				To:	58-682											
(841)	1.30	70	R	From:	58-677 NORTH						NA			NA		08/08/2001
				To:	58-677 SOUTH											
(842)	0.35	30	R	From:	Dead End						NA			NA		07/10/2001
				To:	58-713											
(843)	0.32	20	R	From:	Dead End						NA			NA		07/30/2001
				To:	SR 47											
(844)	0.30	40	R	From:	58-649						NA			NA		10/17/2001
				To:	Dead End											
(845)	0.69	60	R	From:	58-864						NA			NA		08/08/2001
				To:	58-698											
(846)	0.50	100	R	From:	58-804						NA			NA		09/24/2001
				To:	Dead End											
(847)	0.55	80	R	From:	58-619						NA			NA		07/10/2001
				To:	Dead End											
(848)	1.00	90	R	From:	58-677						NA			NA		10/04/2001
				To:	58-693											
(848)	0.15	90	R	From:							NA			NA		10/04/2001
				To:	Dead End											
(849)	0.25	20	R	From:	58-712						NA			NA		07/10/2001
				To:	Dead End											
(850)	0.28	30	R	From:	SWCL SOUTH HILL						NA			NA		10/17/2001
				To:	Dead End											
(851)	0.60	60	R	From:	SR 49						NA			NA		09/24/2001
				To:	Dead End											
(852)	0.30	40	R	From:	SR 49 SOUTH						NA			NA		08/06/2001
				To:	SR 49 NORTH											
(853)	0.70	60	R	From:	58-616						NA			NA		10/15/2001
				To:	Dead End											
(854)	0.40	80	R	From:	Dead End						NA			NA		07/16/2001
				To:	58-655											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(855)	1.02	50	R	From	58-621					NA			NA		10/17/2001	
				To	Dead End											
(856)	0.40	40	R	From	58-762					NA			NA		10/09/2001	
				To	Dead End											
(857)	1.09	210	R	From	US 15 EAST					NA			NA		10/09/2001	
				To	US 15 WEST											
(858)	1.10	60	R	From	US 15 EAST					NA			NA		08/08/2001	
				To	US 15 WEST											
(859)	0.89	49	R	From	US 15 EAST					NA			NA		08/08/2001	
				To	US 15 WEST											
(860)	0.50	20	R	From	58-903					NA			NA		07/23/2001	
				To	Dead End											
(861)	0.40	70	R	From	58-652					NA			NA		07/16/2001	
				To	Dead End											
(862)	0.30	260	R	From	US 15					NA			NA		10/09/2001	
				To	Dead End											
(863)	0.45	40	R	From	58-701 WEST					NA			NA		10/09/2001	
				To	58-701 EAST											
(864)	0.25	20	R	From	Dead End					NA			NA		08/08/2001	
				To	58-845											
(865)	0.65	110	R	From	Dead End					NA			NA		07/23/2001	
				To	58-650											
(866)	0.24	130	R	From	SR 49 WEST					NA			NA		10/22/2001	
				To	SR 49 EAST											
(867)	0.23	110	R	From	SR 49					NA			NA		10/22/2001	
				To	58-735 Gap Terminus											
(867)	0.14	150	R	From						NA			NA		10/22/2001	
				To	58-728											
(868)	0.60	20	R	From	58-654					NA			NA		07/16/2001	
				To	Dead End											
(869)	0.70	90	R	From	58-722					NA			NA		10/29/2001	
				To	Dead End											
(870)	0.25	60	R	From	58-859					NA			NA		08/08/2001	
				To	Dead End											
(871)	0.80	230	R	From	SR 49					NA			NA		10/24/2001	
				To	58-727											
(871)	0.66	590	R	From						NA			NA		10/24/2001	
				To	US 58											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(872)	0.30	30	R	From:	Dead End						NA			NA		07/16/2001
				To:	58-669											
(873)	1.33	120	R	From:	SR 138						NA			NA		1998
				To:	58-761											
(874)	0.32	140	R	From:	Dead End						NA			NA		08/14/2001
				To:	SR 47											
(875)	0.25	50	R	From:	Dead End						NA			NA		08/08/2001
				To:	0.25 MS Dead End											
(875)	0.05	50	R	From:							NA			NA		08/08/2001
				To:	58-763											
(876)	0.05	30	R	From:	58-806						NA			NA		10/17/2001
				To:	Dead End											
(877)	0.27	40	R	From:	58-689 SOUTH						NA			NA		08/06/2001
				To:	58-689 NORTH											
(878)	0.55	80	R	From:	Dead End						NA			NA		10/24/2001
				To:	US 58; 58-722											
(879)	0.41	30	R	From:	58-739						NA			NA		07/16/2001
				To:	58-637											
(880)	0.20	70	R	From:	58-660						NA			NA		08/06/2001
				To:	Dead End											
(881)	0.55	46	R	From:	Dead End						NA			NA		1998
				To:	58-660											
(884)	0.63	NA		From:	US 1						NA			NA		
				To:	58-651											
(890)	0.25	310	R	From:	Dead End						NA			NA		11/01/2001
				To:	58-642											
(899)	0.08	NA		From:	Dead End						NA			NA		
				To:	SR 47 BERNISE RODGERS ROAD											
(903)	0.95	1500	G	From:	Brunswick County Line					C	0.076	F	0.554	1500	G	2002
(903)	3.53	2400	G	To:	58-626					F	0.084	F	0.501	2400	G	2002
				From:	58-614											
(903)	0.76	2600	G	To:	58-618					F	0.084	F	0.597	2600	G	2002
				From:	58-619; 58-751											
(903)	1.46	2700	G	To:	58-619; 58-751					C	0.085	F	0.646	2600	G	2002
				From:	I-85 RAMP											
(903)	2.94	940	G	To:	I-85 RAMP					F	0.091	F	0.551	940	G	2002
				To:	58-615											

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
(903)	4.10	520	G	From:	58-615					F	0.1	F	0.731	520	G	2002
				To:	58-650											
(903)	3.25	1300	G	From:	SCL SOUTH HILL					F	0.089	F	0.642	1300	G	2002
				To:												
(1000)	0.34	NA		From:	NCL SOUTH HILL						NA			NA		
				To:	Dead End											
(1010)	0.52	NA		From:	US 58; 58-644						NA			NA		
				To:	Cul-de-Sac											
(1029)	0.29	420	R	From:	SR 49						NA			NA		08/06/2001
				To:	WCL CHASE CITY											
Town of Clarksville																
(1101)	0.23	290	G	From:	US 58					C	0.105	F	0.581	290	G	2002
				To:	58-750											
(1102)	0.35	160	R	From:	58-1109						NA			NA		11/05/2001
				To:	US 58											
(1102)	0.17	180	R	From:							NA			NA		11/05/2001
				To:	58-1108											
(1103)	0.20	150	R	From:	58-1124						NA			NA		11/05/2001
				To:	58-1107											
(1104)	0.10	470	R	From:	58-1102						NA			NA		11/05/2001
				To:	58-1105											
(1104)	0.26	190	G	From:	97% 1% 1% 0% 2% 0%					C	0.121	F	0.565	190	G	2002
				To:	US 58; 2nd St											
(1105)	0.19	120	R	From:	Dead End						NA			NA		11/05/2001
				To:	58-1109											
(1105)	0.28	360	G	From:	93% 1% 3% 1% 2% 0%					F	0.104	F	0.549	360	G	2002
				To:	58-1104											
(1105)	0.08	630	G	From:	93% 1% 3% 1% 2% 0%					C	0.084	F	0.509	630	G	2002
				To:	US 58											
(1105)	0.25	1700	R	From:							NA			NA		11/05/2001
				To:	58-1108											
(1105)	0.09	130	R	From:							NA			NA		11/05/2001
				To:	58-1110											
(1106)	0.09	30	R	From:	58-1109						NA			NA		11/05/2001
				To:	Commerce St; Gap Terminus											
(1106)	0.18	200	R	From:	US 58; Gap Terminus						NA			NA		11/05/2001
				To:	58-1108											
(1107)	0.09	170	R	From:	58-1123						NA			NA		11/05/2001
				To:	58-1117											
(1107)	0.18	310	G	From:	96% 0% 3% 0% 0% 0%					C	0.097	F	0.548	310	G	2002
				To:	US 58											
(1108)	0.19	730	G	From:	58-750					C	0.117	F	0.506	730	G	2002
				To:	58-1122											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Clarksville																
1108	0.12	610	R	From:		58-1122					NA			NA		11/05/2001
				To:		58-1105 South										
1108	0.32	60	R	From:		58-1105 North					NA			NA		11/05/2001
				To:		58-1102										
1109	0.17	180	R	From:		58-1106					NA			NA		11/05/2001
				To:		58-1105										
1110	0.19	30	R	From:		58-1108					NA			NA		11/05/2001
				To:		58-750										
1111	0.82	180	R	From:		58-1146					NA			NA		11/05/2001
				To:		US 15										
1112	0.08	80	R	From:		58-1113					NA			NA		10/04/2001
				To:		58-1115										
1113	0.08	60	R	From:		58-1116 Gap Terminus					NA			NA		10/04/2001
				To:		58-1114 Gap Terminus										
1113	0.13	60	R	From:		58-1112					NA			NA		10/04/2001
				To:		US 15										
1114	0.08	150	R	From:		58-1113					NA			NA		10/04/2001
				To:		US 15										
1115	0.09	160	R	From:		58-1113					NA			NA		10/04/2001
				To:		US 15										
1116	0.09	170	R	From:		58-1113					NA			NA		10/04/2001
				To:		58-1107										
1117	0.14	210	R	From:		58-1102					NA			NA		11/05/2001
				To:		58-1111										
1118	0.18	50	R	From:		58-1119					NA			NA		11/05/2001
				To:		58-750										
1119	0.12	170	R	From:		58-1118					NA			NA		11/05/2001
				To:		58-1111										
1120	0.04	230	R	From:		68-750										
				To:		WCL Clarksville					NA			NA		11/01/2001
Mecklenburg County																
1120	0.75	230	R	From:		WCL Clarksville					NA			NA		11/01/2001
				To:		Dead End										
Town of Clarksville																
1121	0.04	60	R	From:		Dead End										
				To:		58-1105					NA			NA		11/05/2001
1122	0.17	260	G	From:		US 58										
				To:		58-1108				C	0.128	F	0.579	260	G	2002

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						2Axle	3+Axle	1Trail	2Trail							
Town of Clarksville																
1123	0.10	100	R	From	58-1107					NA				NA		11/05/2001
				To	Dead End											
1124	0.09	400	R	From	58-1103					NA				NA		11/05/2001
				To	US 58; 9th St											
1125	0.31	800	G	96%	0%	2%	0%	1%	0%	C	0.136	F	0.798	800	G	2002
				To	58-750											
1126	0.04	47	R	From	58-750					NA				NA		11/05/2001
				To	58-1141											
1127	0.08	130	R	From	58-1128					NA				NA		10/04/2001
				To	US 58											
1128	0.03	20	R	From	Dead End					NA				NA		10/04/2001
				To	58-1130 West											
1128	0.20	40	R	From	58-1130 West					NA				NA		10/04/2001
				To	58-1130 East											
1129	0.07	90	R	From	Dead End					NA				NA		11/01/2001
				To	US 58											
1130	0.10	70	R	From	58-1128 East					NA				NA		10/04/2001
				To	58-1128 West											
1131	0.34	360	R	From	58-1142					NA				NA		11/01/2001
				To	US 58											
1131	0.20	190	R	From	58-58					NA				NA		11/01/2001
				To	58-750											
1132	0.17	60	R	From	US 58					NA				NA		11/01/2001
				To	58-750											
Mecklenburg County																
1133	0.15	50	R	From	Dead End					NA				NA		11/01/2001
				To	58-750											
1135	0.11	30	R	From	58-722					NA				NA		10/29/2001
				To	Dead End											
1136	0.17	80	R	From	58-722					NA				NA		10/29/2001
				To	58-1137											
1137	0.08	60	R	From	58-722					NA				NA		10/29/2001
				To	58-1136											
Town of Clarksville																
1140	0.09	120	R	From	58-1108					NA				NA		11/05/2001
				To	58-1141											
1141	0.15	150	R	From	58-1126					NA				NA		11/05/2001
				To	58-1140											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Clarksville																
1142	0.22	100	R	From		58-1131					NA			NA		11/01/2001
				To		Dead End										
1143	0.30	170	R	From		58-1142					NA			NA		11/01/2001
				To		US 58										
1144	0.17	40	R	From		58-1142					NA			NA		11/01/2001
				To		58-1145										
1145	0.05	140	R	From		58-1131					NA			NA		11/01/2001
1145	0.12	60	R	From		58-1148					NA			NA		11/01/2001
				To		58-1143										
1146	0.09	90	R	From		58-1111					NA			NA		11/01/2001
				To		58-1147										
1146	0.10	70	R	From		58-1147					NA			NA		11/01/2001
				To		Cul-de-Sac										
1147	0.05	10	R	From		Cul-de-Sac					NA			NA		11/01/2001
				To		58-1146										
1148	0.17	70	R	From		58-1142					NA			NA		11/01/2001
				To		58-1145										
1149	0.10	20	R	From		WCL Clarksville					NA			NA		11/01/2001
				To		58-1131										
Town of Boydton																
1201	0.06	410	G	98%	0%	1%	0%	0%	0%	C	0.105	F	0.512	410	G	2002
				To		US 58 BUS										
1202	0.13	840	R	From		58-1205					NA			NA		08/16/2001
				To		US 58 BUS										
1203	0.29	60	R	From		58-688					NA			NA		1998
				To		NCL BOYDTON										
Mecklenburg County																
1203	0.11	60	R	From		NCL BOYDTON					NA			NA		1998
				To		Dead End										
Town of Boydton																
1204	0.11	200	R	From		58-1205					NA			NA		1998
				To		SR 92										
1204	0.06	100	R	From		58-1206					NA			NA		1998
1204	0.10	60	R	From		58-1206					NA			NA		1998
				To		58-1217										
1204	0.10	60	R	From		58-1217					NA			NA		08/16/2001
1204	0.12	46	R	From		US 58 BUS					NA			NA		08/16/2001
				To		ECL BOYDTON										

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						2Axle	3+Axle	1Trail	2Trail							
Mecklenburg County																
1204	0.06	10	R	From:	ECL BOYDTON						NA			NA		08/16/2001
				To:	Dead End											
Town of Boydton																
1205	0.07	80	R	From:	58-1206						NA			NA		08/16/2001
				To:	58-707											
1205	0.24	150	R	From:	58-707						NA			NA		1993
				To:	US 58 BUS											
1205	0.08	550	R	From:	US 58 BUS						NA			NA		08/16/2001
				To:	58-1204											
1205	0.03	20	R	From:	58-1204						NA			NA		08/16/2001
				To:	Dead End											
1206	0.13	250	R	From:	58-1205						NA			NA		08/16/2001
				To:	US 58 BUS											
1206	0.08	80	R	From:	US 58 BUS						NA			NA		08/16/2001
				To:	58-1204											
1207	0.06	70	R	From:	SR 92						NA			NA		08/16/2001
				To:	58-1206											
1208	0.06	70	R	From:	58-756						NA			NA		08/16/2001
				To:	US 58 BUS											
1209	0.19	120	R	From:	US 58 BUS						NA			NA		08/16/2001
				To:	ECL BOYDTON											
Mecklenburg County																
1209	0.03	100	R	From:	ECL BOYDTON						NA			NA		08/16/2001
				To:	Dead End											
Town of Boydton																
1210	0.31	30	R	From:	58-756 EAST						NA			NA		1998
				To:	58-756 WEST											
1211	0.10	70	R	From:	58-707						NA			NA		08/16/2001
				To:	Dead End											
Mecklenburg County																
1212	0.82	46	R	From:	58-707						NA			NA		08/16/2001
				To:	Dead End											
Town of Boydton																
1213	0.03	90	R	From:	58-1214						NA			NA		08/16/2001
				To:	58-756											
1214	0.10	60	R	From:	Dead End						NA			NA		08/16/2001
				To:	58-1213											
1215	0.07	20	R	From:	US 58 BUS						NA			NA		08/16/2001
				To:	Dead End											
1216	0.06	70	R	From:	58-1209						NA			NA		08/16/2001
				To:	US 58 BUS											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Boydton																
1217	0.13	20	R	From	US 58 BUS						NA			NA		08/16/2001
				To	58-1204											
1218	0.09	40	R	From	58-1220 WEST						NA			NA		08/16/2001
				To	58-1220 EAST											
1218	0.08	140	R	From	58-1219						NA			NA		08/16/2001
				To	58-707											
1218	0.06	210	R	From	58-1218						NA			NA		08/16/2001
				To	Dead End											
1220	0.16	60	R	From	58-1218 EAST						NA			NA		08/16/2001
				To	58-1218 WEST											
Mecklenburg County																
1221	0.11	270	R	From	US 58 BUS						NA			NA		08/16/2001
				To	Dead End											
1230	0.22	70	R	From	SR 47						NA			NA		07/16/2001
				To	Dead End											
1401	0.56	50	R	From	58-903						NA			NA		09/10/2001
				To	58-619											
Town of Brodnax																
1501	0.06	220	R	From	Dead End						NA			NA		07/23/2001
				To	Brunswick County Line											
Town of LaCrosse																
1502	0.14	80	R	From	0.08 MI S 58-1520						NA			NA		07/19/2001
				To	Dead End; Gap Terminus											
1502	0.10	30	R	From	0.06 MI N 58-1503						NA			NA		07/19/2001
				To	58-1511											
1503	0.02	130	R	From	58-624						NA			NA		07/19/2001
				To	58-1505											
1503	0.26	710	G	96%	1%	2%	0%	1%	0%	C	0.089	F	0.585	710	G	2002
				From	58-1520					F	0.103	F	0.544	1200	G	2002
1503	0.03	1200	G	96%	1%	2%	0%	1%	0%							
				To	US 58						NA			NA		07/19/2001
1503	0.16	60	R	From	58-1518											
				To	58-1502											
Town of Brodnax																
1504	0.22	120	R	From	58-1524						NA			NA		07/23/2001
				To	Brunswick County Line											

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						2Axle	3+Axle	1Trail	2Trail							
Town of LaCrosse																
1505	0.22	350	G	From	58-618					C	0.103	F	0.722	350	G	2002
				To	58-1503											
1506	0.14	50	R	From	58-624						NA			NA		07/19/2001
				To	58-1505											
1506	0.05	190	R	From							NA			NA		07/19/2001
				To	58-1512											
1506	0.07	30	R	From							NA			NA		07/19/2001
				To	Dead End											
1507	0.26	480	R	From	Dead End						NA			NA		07/19/2001
				To	58-618											
1508	0.12	250	R	From	58-1503						NA			NA		07/19/2001
				To	58-1529											
1508	0.03	100	R	From							NA			NA		07/19/2001
				To	ECL LaCrosse											
Mecklenburg County																
1508	0.06	80	R	From	ECL LaCrosse						NA			NA		07/19/2001
				To	Dead End											
Town of LaCrosse																
1509	0.10	40	R	From	Dead End						NA			NA		07/19/2001
				To	58-1523 Gap Terminus											
1509	0.08	60	R	From	Dead End; Gap Terminus						NA			NA		07/19/2001
				To	58-1507											
1510	0.31	90	R	From	SCL LaCrosse						NA			NA		07/19/2001
				To	58-1507											
1511	0.11	130	R	From	58-1503						NA			NA		07/19/2001
				To	58-1529											
1512	0.15	90	R	From	58-1506						NA			NA		07/19/2001
				To	58-1503											
1513	0.21	130	R	From	Dead End						NA			NA		07/19/2001
				To	58-1503											
1514	0.05	30	R	From	58-1520						NA			NA		07/19/2001
				To	Dead End											
Town of Brodnax																
1515	0.43	NA		From	Dead End						NA			NA		
				To	Brunswick County Line; 12-1510											
1516	0.24	70	R	From	58-1524						NA			NA		07/23/2001
				To	Brunswick County Line											
Town of LaCrosse																
1517	0.08	110	R	From	58-1520						NA			NA		07/19/2001
				To	NCL LaCrosse											

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						2Axle	3+Axle	1Trail	2Trail								
Mecklenburg County																	
1517	0.02	110	R	From	NCL LaCrosse						NA			NA		07/19/2001	
				To	US 58												
Town of LaCrosse																	
1518	0.07	10	R	From	58-1503						NA			NA		07/19/2001	
				To	Dead End												
1519	0.05	10	R	From	Dead End						NA			NA		07/19/2001	
				To	58-1503												
1520	0.04	60	R	From	WCL LaCrosse						NA			NA		07/19/2001	
				To	58-1528												
1520	0.06	70	R	From							NA			NA		1998	
1520	0.22	180	R	From	58-1517						NA			NA		1998	
1520	0.29	750	G	From	96%	1%	2%	0%	1%	0%	C	0.122	F	0.584	750	G	2002
1520	0.10	260	R	From	58-1503						NA			NA		1998	
				To	ECL LaCrosse												
Mecklenburg County																	
1520	0.10	260	N	From	ECL LaCrosse						NA			0	N	1998	
				To	US 58												
Town of LaCrosse																	
1521	0.11	260	R	From	58-1503						NA			NA		07/19/2001	
				To	ECL LaCrosse												
1523	0.08	70	R	From	58-1509						NA			NA		07/19/2001	
				To	Dead End												
Town of Brodnax																	
1524	0.09	30	R	From	58-1516						NA			NA		07/23/2001	
				To	58-1504												
1525	0.09	30	R	From	58-1516						NA			NA		07/23/2001	
				To	58-1504												
Town of LaCrosse																	
1527	0.04	10	R	From	58-1512						NA			NA		07/19/2001	
				To	58-1513												
1528	0.07	100	R	From	58-1520						NA			NA		07/19/2001	
				To	NCL LaCrosse												
1529	0.08	40	R	From	58-1511						NA			NA		07/19/2001	
				To	58-1508												
Mecklenburg County																	
1601	0.56	220	R	From	Dead End						NA			NA		10/09/2001	
				To	58-1602												
1601	1.11	660	R	From							NA			NA		10/09/2001	
				To	US 15												

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						2Axle	3+Axle	1Trail	2Trail								
Mecklenburg County																	
1602	0.27	100	R	From		58-1601					NA			NA		10/09/2001	
				To		Dead End											
1603	0.21	60	R	From		58-1602					NA			NA		10/09/2001	
				To		Dead End											
1604	0.51	120	R	From		58-1601					NA			NA		10/09/2001	
				To		Cul-de-Sac											
Town of Boydton																	
9253	0.05	NA		From		Cul-de-Sac					NA			NA			
				To		58-1201											
Mecklenburg County																	
9255	0.06	70	R	From		58-620					NA			NA		1998	
				To		58-620											
9437	0.07	120	R	From		58-645					NA			NA		1998	
				To		58-645											
9438	0.18	430	R	From		Cul-de-Sac					NA			NA		1998	
				To		SR 47											
9468	0.07	540	R	From		US 58					NA			NA		11/19/2001	
				To		0.07 MN US 58											
9468	0.25	340	R	From		58-722					NA			NA		1998	
				To		Dead End											
9469	0.20	160	R	From		58-722					NA			NA		1998	
				To		58-722											
9530	0.40	320	R	From		58-650					NA			NA		1998	
				To		58-650											
9534	0.32	360	R	From		Cul-de-Sac					NA			NA		1998	
				To		58-698											
9580	0.12	250	R	From		US 1					NA			NA		1998	
				To		0.12 MN US 1											
9580	0.32	340	R	From		58-697					NA			NA		1998	
				To		58-688											
Town of Chase City																	
1186	N.Boyd St	0.23	1100	G	97%	0%	1%	0%	1%	0%	C	0.105	F	0.513	1100	G	2002
2186	Endly St	0.13	1100	G	95%	0%	3%	1%	1%	0%	C	0.094	F	0.529	1100	G	2002
2186	Endly St	0.23	940	G	95%	0%	3%	1%	1%	0%	F	0.086	F	0.503	940	G	2002

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						2Axle	3+Axle	1Trail	2Trail												
Town of Chase City																					
3 186 Fourth St	0.06	330	G	From	N Boyd St				97%	0%	2%	1%	1%	0%	F	0.109	F	0.579	340	G	2002
				To	4Th St Main St																
3 186 Fourth St	0.07	170	G	From	Main St				97%	0%	2%	1%	1%	0%	C	0.139	F	0.654	170	G	2002
				To	Marshall St																
4 186 W Fifth St	0.61	640	G	From	WCL Chase City				95%	0%	3%	1%	1%	0%	F	0.094	F	0.504	640	G	2002
				To	Old Southern R.R. Track																
4 186 E Fifth St	0.19	2400	G	From	Old Southern R.R Track				95%	0%	3%	1%	1%	0%	C	0.097	F	0.502	2400	G	2002
				To	N Main St																
4 186 E Fifth St	0.07	990	G	From	N Main St				95%	0%	3%	1%	1%	0%	F	0.105	F	0.541	990	G	2002
				To	Marshall St																
5 186 Marshall St	0.21	1800	G	From	Sycamore St				96%	1%	2%	1%	1%	0%	C	0.115	F	0.553	1800	G	2002
				To	Second St																
5 186 Marshall St	0.23	1200	G	From	Second St				96%	1%	2%	1%	1%	0%	F	0.11	F	0.623	1200	G	2002
				To	5Th St																
6 186 E.Third St	0.20	320	G	From	Endly St				96%	0%	2%	2%	0%	0%	C	0.102	F	0.548	320	G	2002
				To	N.Main St																
519 186 W Sycamore St	0.61	380	G	From	WCL Chase City				94%	0%	5%	0%	1%	0%	C	0.108	F	0.524	380	G	2002
				To	Madison St																
519 186 Sycamore St	0.36	1900	G	From	Madison St				94%	0%	5%	0%	1%	0%	F	0.111	F	0.512	2000	G	2002
				To	Main St																
519 186 Sycamore St	0.08	1300	G	From	Main St				94%	0%	5%	0%	1%	0%	F	0.125	F	0.533	1300	G	2002
				To	Marshall St																
519 186 Sycamore St	0.44	540	G	From	Marshall St				94%	0%	5%	0%	1%	0%	F	0.120	F	0.642	540	G	2002
				To	ECL Chase City																
Town of South Hill																					
1 301 Brunswick Ave	0.16	350	G	From	DanvilleSt				96%	0%	2%	0%	1%	0%	C	0.105	F	0.625	350	G	2002
				To	Main St																
2 301 Charles St	0.28	190	G	From	Field Dr				94%	1%	4%	0%	1%	0%	C	0.108	F	0.636	190	G	2002
				To	Raleigh St																
3 301 Danville St	0.31	1500	G	From	Mecklenburg Ave				96%	0%	3%	1%	1%	0%	F	0.115	F	0.667	1500	G	2002
				To	Dortch St																
4 301 Dortch La	0.18	1500	G	From	Danville St				98%	0%	1%	0%	1%	0%	C	0.112	F	0.709	1600	G	2002
				To	Atlantic St																
5 301 Field Dr	0.09	410	G	From	Charles St				96%	0%	2%	0%	1%	0%	C	0.113	F	0.565	410	G	2002
				To	Pace Dr																
6 301 Goods Ferry Rd	0.59	1400	G	From	South Hill Ave				98%	0%	1%	0%	1%	0%	C	0.096	F	0.536	1400	G	2002
				To	Danville St																
7 301 Lunenburg Ave	0.16	1400	G	From	Danville St				95%	0%	3%	0%	2%	0%	C	0.091	F	0.578	1400	G	2002
				To	Atlantic St																
8 301 Main St	0.45	1400	G	From	Thomas St				96%	0%	3%	1%	1%	0%	C	0.096	F	0.723	1400	G	2002
				To	Mecklenburg Ave																

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						2Axle	3+Axle	1Trail	2Trail							
Town of South Hill																
<div>8</div> <div>301</div>	Main St	0.69	2300	G	From	Mecklenburg Ave				F	0.106	F	0.562	2300	G	2002
					To	Maple La										
<div>9</div> <div>301</div>	Maple St	0.07	NA	From	Main Street					NA			NA			
				To	US 58											
<div>10</div> <div>301</div>	Pace Dr	0.51	1100	G	From	Mecklenburg Ave				C	0.086	F	0.692	1100	G	2002
					To	Mecklenburg Ave										
<div>11</div> <div>301</div>	Raleigh Ave	0.65	910	G	From	SR 47				F	0.099	F	0.547	910	G	2002
					To	High St										
<div>11</div> <div>301</div>	Raleigh Ave	0.86	650	G	From	High St				C	0.105	F	0.632	650	G	2002
					To	Charles St										
<div>11</div> <div>301</div>		0.04	NA	From						NA			NA			
				To	Forest Lane											
<div>12</div> <div>301</div>	Thomas St	0.15	2000	G	From	Plank Rd				C	0.094	F	0.535	2000	G	2002
					To	Atlantic St										
<div>13</div> <div>301</div>	Windsor St	0.49	2600	G	From	Mecklenburg Ave				C	0.088	F	0.692	2600	G	2002
					To	Atlantic St										
<div>523</div> <div>301</div>	Goodes Ferry Blvd	0.42	1400	G	From	SCL South Hill				C	0.090	F	0.573	1400	G	2002
					To	South Hill Ave										
<div>523</div> <div>301</div>	South Hill Ave	0.31	1200	G	From	Goodes Ferry Rd				F	0.104	F	0.508	1200	G	2002
					To	First St										
<div>523</div> <div>301</div>	South Hill Ave	0.22	1900	G	From	First St				F	0.092	F	0.554	1900	G	2002
					To	Danville St										
<div>529</div> <div>301</div>	Chaptico Rd	0.46	2700	G	From	Mecklenburg Ave				F	0.087	F	0.557	2700	G	2002
					To	Buena Vista Circle										
<div>529</div> <div>301</div>	Chaptico Rd	0.59	1900	G	From	Buena Vista Cir				C	0.1	F	0.676	1900	G	2002
					To	NCL South Hill										
<div>2519</div> <div>301</div>	Plank Rd	0.38	2300	G	From	Danville St				C	0.084	F	0.611	2300	G	2002
					To	Opie St										
<div>2519</div> <div>301</div>	Opie Rd	0.26	2700	G	From	Plank Rd				F	0.091	F	0.658	2700	G	2002
					To	Atlantic St										
<div>2520</div> <div>301</div>	McCraken St	0.16	3700	G	From	Atlantic St				F	0.094	F	0.549	3700	G	2002
					To	Lombardy St										
<div>2520</div> <div>301</div>	Lombardy St	0.64	3400	G	From	McCraken St				F	0.102	F	0.552	3400	G	2002
					To	Ferrell St										
<div>2520</div> <div>301</div>	E Ferrell St	0.32	3800	G	From	Mecklenburg Ave				C	0.091	F	0.554	3800	G	2002
					To	Lombardy St										
	"A" St		160	G	From	Marshall St					0.119	F		170	G	2002
					To	Fairground Dr										
	Roak St		240	G	From	Ogburn St					0.286	F	0.548	250	G	2002
					To	Roberts St										

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Mecklenburg Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Virginia Ave		180	G	From:	Sunset Ln						0.093	F		190	G	2002
				To:	Mason St											
Forest Ln		640	G	From:	Green Hill Rd						0.101	F		660	G	2002
				To:	Stockley St											
High St		170	G	From:	Raleigh Ave						0.143	F		170	G	2002
				To:	Baker St											
Holmes St		100	G	From:	Lombardy St						0.109	F		110	G	2002
				To:	Benton St											